

2004 RTP Measures

REGIONAL COUNCIL ATTACHMENT #4.2.2
Thursday, June 5, 2003

000088

REPORT

TO: Regional Council

FROM: Naresh Amatya, Acting Manager, Planning and Analysis
213-236-1885, amatya@scag.ca.gov

Tarek Hatata, System Metrics Group
415-395-7000, tarek_hatata@sysmetgroup.com

DATE: June 5, 2003

SUBJECT: 2004 RTP Performance Measures – Recommendations from TCC

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve the recommended performance measures for use in the 2004 RTP. The TCC has reviewed and approved these measures at its March and April 2003 meetings.

SUMMARY:

Recommended Performance Measures

In January 2003, the Regional Council approved the goals for the 2004 RTP based upon the recommendations of the TCC and RTP Technical Advisory Committee (RTP TAC). The RTP TAC has also been reviewing and improving upon the performance measures used in the 2001 RTP. The revised performance measures are intended to relate to the recently approved RTP goals. To the extent possible, the measures will also allow for regular monitoring of the transportation system's performance on a periodic basis.

The TCC has approved the following performance measures:

- Mobility Performance Measures: It is recommended to use speed and delay as the performance measures for mobility. Speeds reflect actual speeds experienced by the travelers regardless of mode. Delay reflects the time delay resulting from the difference between a reference speed and actual speed. Note that the RTP TAC is still discussing the appropriate reference speeds for each mode, but the overall concept has been finalized and is recommended for adoption.
- Accessibility Performance Measure: It is recommended to keep the current performance measure for accessibility which reflects the percent of travelers that can reach their destination within 45 minutes during the evening rush hour, or pm peak (3pm to 7pm). It is also recommended to present the distribution of trip times as complementary information in order to understand the trends in more detail.

REPORT

that we are not taking care of our existing system and therefore the costs to get the system to current conditions are increasing over time.

- Sustainability Performance Measure: It is recommended to use inflation adjusted cost per capita to maintain the current level of performance of our multi-modal transportation system. This measure and its trend over time will tell us whether our decisions are placing burdens on future generations. Note that preservation is a sub-set of sustainability.

Analysis Limitations

The preservation and sustainability indicators require significant analysis on the part of all transportation agencies in the region. It is not anticipated that there will be time to fully conduct this analysis before the development of the draft RTP this fall. However, we do have the current budgeted levels and can compute the current performance levels of the system. We can therefore establish a base and gain some understanding of the relative focus on preserving the current system and its performance. We can then monitor the trends over time and report on these measures periodically.

Plan, Baseline, and Current Conditions

It is recommended that all performance measures be shown in the 2004 RTP in comparison to current conditions as well as future baseline conditions. In the 2001 RTP, only comparisons with the future baseline were provided. In other words, it compared the performance of the transportation system with the RTP investments to conditions that would exist in the future without such investments.

The RTP TAC believes that by showing comparisons to current conditions as well, it will be clear that current and projected funding levels will not improve conditions for many. By including this comparison, the RTP will not oversell what the Region can achieve in terms of performance.

FISCAL IMPACT:

Staff and consultant work for this item is already included in the current OWP.